# CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

REPORT CD NO.

25X1

COUNTRY

East Germany

DATE DISTR.

26 July 1955

SUBJECT

Object 90 of SDAG Wismut

NO. OF PAGES

2

PLACE **ACQUIRED** 

NO. OF ENCLS. (LISTED BELOW!

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DATE OF INFO.

SUPPLEMENT TO REPORT NO.



## THIS IS UNEVALUATED INFORMATION

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Ore Loading Activity at Truenzig.

cading work was done in three shifts. 2. weather, the quantities loaded in Feb A loading foreman stated that an average of 25 to 30 cars were being loaded per shift with the last shift usually loading not more them 20 cars. The shipments, primarily earrying type III ore, were directed to Crossen and Dresde Gittersee. During the period from 7 to 10 March, only 40 railroad cars were dispatched to Dresden/Gittersse, while the others were directed via Zwickau to Crossen.

## Gauern Open Pit Mine

The winter weather hampered the ore mining at Gauern considerably. Only 3. type III or was being produced. From the mine the ore was shipped by electric mime cars to the ere bunker. Most of the material mimed however, went to the dumps. Work was done in two shifts. Miners stated that am ore wein was located deepergand that it was planned to sink a shaft.

#### Ore Loading at Gauern.

From the two bunkers the ore was taken to the loading ramp. Only 4 to 6 cars 4. were being loaded per each of the two shifts.

5. Schmirchau Central Shaft. 25X1

Construction work was being done on the shaft. Type II and type III ore was being mined in three shifts with 350 to 360 persons working in the first shift and less people in the two other shifts. Parts of Schmirchau village had been evacuated recently, because the shaft area

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Lichtenberg Central	Shaft.		

6.

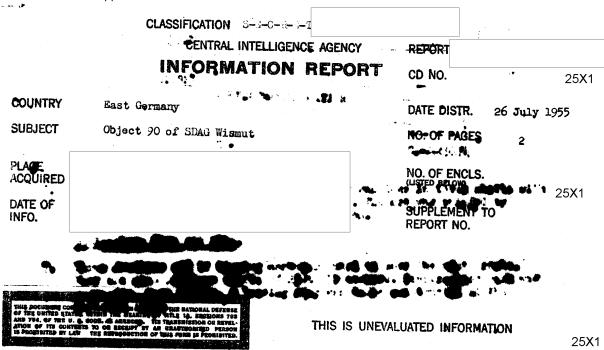
the main shift including about 280 laborers. The ore was shipped by tipping cars to the Ronneberg loading station. Stolsenberg Open Pit Mine.

7. Three dredgers and 12 tipping cars were used to move the waste rocks.

Work was done in three shifts of 25 to 30 workers. Construction work was proceeding very slowly. A leading ramp was to be constructed at the railroad line.

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## Sorge/Katzen Open Pit Mine.

The programd heavy stay falls seriously hampered the mining activity. Great effects were made to keep the average output as high as possible. One of type II and he was produced.

# Ore Loading Activity at Truenzig.

2 Moading work was done in three shifts. Because of the bad winter weather, the quantities loaded in February and March were much smaller. A loading foreman stated that an average of 25 to 30 cars were being loaded per shift with the last shift usually loading not more then 20 cars. The shipments, primarily carrying type III cre, were directed to Crossen and Dresde/Gittersee. During the period from 7 to 10 March, only 40 railroad cars were dispatched to Dresden/Gittersee, while the others were directed via Zwickau to Crossen.

## Gauern Open Pit Mine

The winter weather hampered the ore mining at Gauern considerably. Only type III ordwas being produced. From the mine the ore was shipped by electric mine cars to the ore bunker. Most of the material mined however, went to the dumps. Work was done in two shifts. Miners stated that an ore vein was located deeper, and that it was planned to sink a shaft.

## Ore Loading at Gauern.

4. From the two bunkers the ore was taken to the loading ramp. Only 4 to 6 cars were being loaded per each of the two shifts.

## Schmirchau Central Shaft.

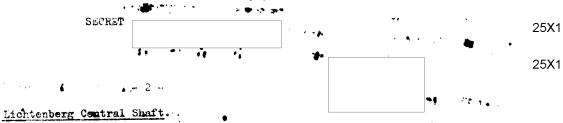
5. Construction work was being done on the shaft. Type II and type III ore was being mined in three shifts with 350 to 360 persons working in the first shift and less people in the two other shifts. Parts of Schmirchau village had been evacuated recently, because the shaft area was to be enlarged. The ore was hauled with mine cars from the shaft and dumped into the bunkers from where it was taken by tipping cars to the Ronneburg loading station.

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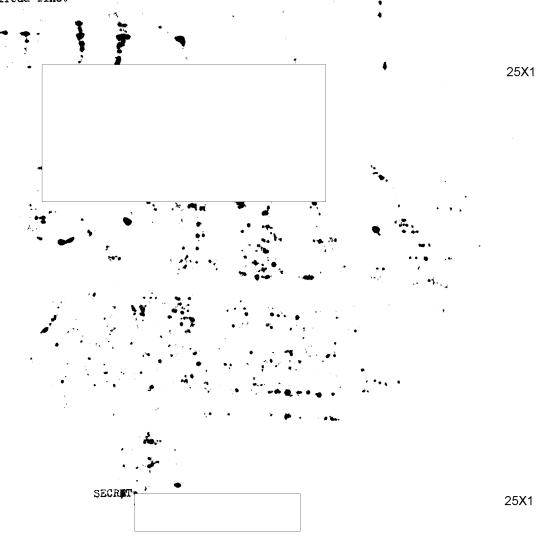
25X1



6. The shaft was still being constructed. Nork was done in three shifts with the main shift including about 280 laborers. The ore was shipped by tipping cars to the Ronneberg loading station.

## · Stolzenberg Open Pit Mine.

7. Three dredgers and 12 tipping cars were used to move the waste locks. Work was done in three shifts of 25 to 30 workers. Construction work was proceeding very slowly. A loading ramp was to be constructed at the railroad line.



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